

Organizational Changes of the Soviet Zone Railroads

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1. In early June 1951, it was learned at the Schwerin regional railroad headquarters that there have been plans to increase the number of personnel employed: at the Reichsbahnämter (railroad subdistrict offices) up to 3,000 to 4,000; and at the Reichsbahndirektionen (railroad district headquarters) up to 15,000. In pursuance of this plan, the Schwerin railroad district is to turn over the administration of the area as far as Ribnitz near Rostock (excluding Teterow), Waren, Malchow and Wessenberg as far as Buschhof to the Greifswald railroad district. It will then take over the administration of all branch lines in the Neuruppin-Neustadt-Paulinenaue area from the Berlin railroad district. New railroad subdistrict offices are to be established in Ludwigslust and Neuruppin. This reorganization is to reduce the administrative authority of the railroad district headquarters and relegate more authority to the individual railroad subdistrict offices.

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2. At a conference in East Berlin in late June 1951, which was attended by representatives of all railroad district headquarters, the following was announced:
- The Greifswald railroad district will probably turn over the following lines to the Schwerin railroad district (sic): **Valgast-Ribnitz; Neubrandenburg-Neuenhagen**, 5.7 km west of Teterow; Teterow-Gnoien; Waren-Malchin-Dargun, 11.5 km southeast of Gnoien; Waren-Karow-Moellenhagen, the Karow-Malchow section of which is still dismantled; Neustrelitz-Mirow-Buschhof, 8.8 km west of Mirow; Mirow-Rachlin; and the Loewenberg-Horzberg-Rheinsberg line.
 - Incidental to the projected turn-over of railroad lines, a change of the areas assigned to the railroad subdistrict offices within the railroad districts will take place. Upon completion of this reorganization, the railroad subdistrict offices will be renamed Bezirksdirektionen. A new Bezirksdirektion will be established in Neubrandenburg.
 - All the railroad districts will be reorganized. In the Dresden railroad district, the 13 railroad subdistrict offices will be increased to 28 Bezirksdirektionen. This change in organization was explained as facilitating administrative procedure.

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3. In a directive, dated 10 July 1951, by Director General Kramer (fnu) of the Soviet Zone Railroads, it was stressed that, since responsibilities have been relegated to the new Bezirksdirektionen from the district headquarters, the departmental chiefs at both levels will have to be thoroughly indoctrinated concerning the new set-up.
4. On 3 July 1951, it was learned that the Berlin railroad subdistrict offices will have jurisdiction only over the area within the Berlin Outer Freight Ring and the suburban railroad stations. For example, the Brandenburg railroad station will be reassigned to the Magdeburg railroad district and the Wiesenburg railroad station to the Halle railroad district.
5. At the Cottbus railroad district headquarters, it was learned on 20 July 1951 that the former railroad subdistrict offices will be replaced by Bezirksdirektionen of greater authority, but the areas controlled will be smaller than those of the former railroad subdistrict offices. There will also be a change in the boundaries of the railroad districts. The Cottbus railroad district will be considerably enlarged. The reorganization date was scheduled for 1 July, but was postponed to late August. The new Bezirksdirektionen are scheduled to start functioning on 1 October 1951.
6. On 19 July, source ascertained that the Schwerin railroad district will be reorganized into six Bezirksdirektionen, namely Schwerin, Rostock, Guestrów, Ludwigslust, Wittenberge, and Neustadt/Dosse. Those in Ludwigslust and Neustadt/Dosse will be newly established. Each of the Bezirksdirektionen will have a personnel strength of 2,500. The Schwerin railroad district will reassign part of the Ribnitz area and the areas of Malchin, Stavenhagen, Waren, and Wessenburg to the Greifswald railroad district, but will receive the areas of Paulinenaue, Neustadt and Nou-ruppin, hitherto under the administration of the Berlin railroad district. These changes are scheduled to go into effect on 1 January 1952 at the latest. * *

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* **Comment:** The information in para. 1 concerning a transfer of administrative areas from the Schwerin to the Greifswald district does not appear fully consistent with that in para. 2 (a) concerning a transfer of railroad lines from the Greifswald to the Schwerin district, as several lines mentioned in para. 2a appear to be within the area referred to in para. 1.

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- * **Comment:** The coinciding information from several sources indicates that a reorganization in the organizational setup of the Soviet Zone railroads will be effected by the fall or end of 1951. It will result mainly in a shifting of operational, administrative and financial responsibilities from the railroad district headquarters to the new Bezirksdirektionen. The measure might have been caused by the conversion of the Soviet Zone State Railroads into a nationalized enterprise in 1951. The new Bezirksdirektionen will correspond to the "economic units" of nationalized enterprises. See [REDACTED]. The Schwerin railroad district hitherto comprised four railroad subdistrict offices, while the new plan provides for six Bezirksdirektionen.

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